

AMENDMENT(S) TO THE SPECIFICATION

Please replace the section heading beginning at page 1, line 3, with the following section heading:

BACKGROUND ~~[[TO]]~~ OF THE INVENTION, AND STATE OF THE ART

Please replace the paragraph beginning at page 1, line 5, with the following rewritten paragraph:

The invention relates to an arrangement and a method for allowing disengagement of a gear in a gearbox and particularly to detection of performance of driveline elements and controlling them before the disengagement ~~according to the preambles of claims 1 and 11.~~

Please replace the paragraph beginning at page 3, line 7, with the following rewritten paragraph:

This object is achieved with the arrangement and method of the invention ~~mentioned in the introduction which are characterised by what is said in the characterising parts of claims 1 and 11.~~ All the components which form part of a driveline result in a certain elastic rotation with a value which is related to the driving torque transmitted. When a driving torque is transmitted in the driveline, the driveline components situated before the specific component and those situated after the specific component thus have a mutual elastic rotation relative to one another. If a positive driving torque is transmitted, the result is a mutual rotation in one direction, and if a negative driving torque is transmitted, the result is a mutual rotation in the opposite direction. When zero torque prevails in the gearbox, there will thus be no mutual rotation between the components of the driveline. When a gear is engaged in the gearbox, zero torque prevail at the gearwheel contact point in the gearbox. Measurement of reference values pertaining to the position of the first component and the position of the second component when a gear is engaged in the gearbox provides information about the mutual angle between said components when zero torque prevails. A driver thereafter wishing to engage a new gear in the gearbox ~~sets in motion an endeavour~~ endeavors to rectify this mutual angle of the components so that engagement of the new gear can be effected at zero torque in the gearbox. To this end, ~~the~~ a control unit initiates

appropriate control of the engine so as to rectify the mutual angle of the first and second components. The control unit preferably receives substantially continuously parameter values pertaining to the respective prevailing positions of the first and second components. When the parameter value which corresponds to the mutual angle of the components is received, it may be found that zero torque prevails in the gearbox and ~~said~~ the gear can be engaged.